

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY JULY 22, 2013, 7:30 P.M.
301 KING STREET, 2nd FLOOR
COUNCIL CHAMBERS**

D O C K E T

1. Announcement of deferrals and withdrawals.
2. Approval of the June 24, 2013, Traffic and Parking Board meeting minutes.
3. **STAFF REPORTS AND UPDATES**

PUBLIC HEARING:

4. **ISSUE:** Consideration of a request to place “No Parking Here to Corner” restrictions on the east side of the alley located on the 1300 block of Cameron Street.
5. **ISSUE:** Consideration of a request to install meters in non-metered commercial blocks.
6. **ISSUE:** Consideration of a request to replace two of four taxi spaces on 4 Mile Road at Mount Vernon Avenue with a bicycle parking corral.
7. **ISSUE:** Consideration of a request to remove four total parking spaces on Commonwealth at the intersection with East Chapman Street: One parking space will be removed along Commonwealth on either side of East and West Chapman at the intersection.
8. **ISSUE:** Consideration of a request to install a “No Parking Here to Corner” sign on the west side of Burnside Place at the intersection of South Pickett Street and Burnside Place.
9. **ISSUE:** Consideration of a request to switch a No Parking zone on the west side of Leslie Avenue with a Parking zone on the east side of Leslie Avenue in order to accommodate for pick up and drop off of students at Commonwealth Academy.
10. **ISSUE:** Consideration of a request to install a Loading Zone Monday through Friday 6:00 A.M. to 10:00 A.M. in front of 110 South Union Street extending south to Prince Street..

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY JUNE 24, 2013, 7:30 P.M.
301 KING STREET, 2nd FLOOR
COUNCIL CHAMBERS**

M I N U T E S

BOARD MEMBERS PRESENT: Chair, Jay Johnson, Vice Chair, Larry Ruggiero, Gregory Cota, William Schuyler, Kevin Posey, Mary White and James Lewis

BOARD MEMBERS ABSENT: None

STAFF MEMBERS PRESENT: Bob Garbacz, Division Chief, Traffic, Ravi Raut, Traffic Studies Engineer, Hillary Poole, Complete Street Coordinator, Chris Dowling, Transportation Coordinator.

1. Announcement of deferrals and withdrawals: Staff announced that item number five, a consideration of an appeal to the denial of a request for a curb-cut at 1203 Orchard Street, will be deferred to a later date.
2. Approval of the minutes from the May 20, 2013, Traffic and Parking Board Meeting: Mr. Ruggiero made a motion, seconded by Mr. Lewis, to approve the minutes from the May 20, 2013 Traffic and Parking Board meeting. The motion carried unanimously.
3. **STAFF REPORTS AND UPDATES:** Mr. Garbacz updated the Board on the King and Union left turn restrictions, the 100 block Alleys, and the Sidewalk Ordinance.

PUBLIC HEARING:

4. **ISSUE:** Consideration of a request to place a “No Parking between Signs” restriction on either side of the alley located on the 1300 block of Cameron Street.

PUBLIC TESTIMONY: Ms. Amanda Harrington, Mr. Tracy Dahl, and Mr. Keith Kivipling spoke against the request. Mr. Troy Byers and Ms. Lisa Belasco spoke in favor of the request.

BOARD ACTION: Mr. Schuyler made a motion, seconded by Mr. Ruggiero, to defer the request until the July Traffic and Parking Board meeting, and for staff to conduct a Residential Permit Parking Study to add additional RPP parking spaces along the south side of the 1300 block of Cameron Street, and also to look into any possible ways to minimize the loss of parking with the addition of a “No Parking Here to Corner” sign. The motion carried unanimously.

5. **ISSUE:** Consideration of an appeal to the denial of a request for a curb-cut at 1203 Orchard Street.

PUBLIC TESTIMONY: None

BOARD ACTION: Item was deferred.

6. **ISSUE:** Consideration of a request to remove one parking space on either side the Braddock Road Lofts driveway located on the 700 block of North Fayette.

PUBLIC TESTIMONY: Ms. Nancy Andersen, of the Braddock Road Lofts HOA, spoke in favor of the request.

BOARD ACTION: Mr. Posey made a motion seconded by Mr. Lewis, to approve Staff's recommendation of installing "No Parking Between Signs" on either side of the driveway on 700 North Fayette Street at a distance of one car length from each curb-cut, respectfully. The motion carried unanimously.

7. **ISSUE:** Consideration of a request to install a HAWK Signal for midblock crossing on Eisenhower Avenue at U.S. Patent and Trade Office (USPTO).

PUBLIC TESTIMONY: None

BOARD ACTION: Mr. Posey made a motion, seconded by Mr. Ruggiero, to approve Staff's recommendation of installing a HAWK signal at the crosswalk on Eisenhower Avenue at the U.S. Patent and Trade Office building. The motion carried unanimously.

8. **ISSUE:** Consideration of a request to install stop signs at three T-intersections at Monticello Blvd.

1. Monticello Boulevard at George Masson Place
2. Monticello Boulevard at Westminster Place
3. Monticello Boulevard at Pierpont Street

PUBLIC TESTIMONY: None

BOARD ACTION: Mr. Schuyler made a motion, seconded by Mr. Ruggiero, to approve Staff's recommendation to install stop signs on George Mason Place, Westminster Place, and Pierpont Street at each intersection of Monticello Boulevard. The motion carried unanimously.

9. **ISSUE:** Consideration of a request to replace one parking space on Fern Street at Quaker Lane with eight bicycle parking spaces.

PUBLIC TESTIMONY: None

BOARD ACTION: Mr. Posey made a motion, seconded by Ms. White, to approve Staff's recommendation to replace one parking space on Fern Street at Quaker Lane with eight bicycle parking spaces.

10. **ISSUE:** Consideration of a request to install a commercial loading zone from 7 A.M. – 12 P.M., Monday – Friday at 501 E. Monroe Avenue.

PUBLIC TESTIMONY: Mr. Mark Warmuth, the owner of M.E. Swing Coffee Roasters, spoke in favor of the request.

BOARD ACTION: Mr. Lewis made a motion, seconded by Mr. Ruggiero, to approve Staff's recommendation to install a commercial loading zone from 7 A.M. – 12P.M., Monday – Friday at 501 E. Monroe Avenue. The motion carried unanimously.

**TRAFFIC AND PARKING BOARD PUBLIC HEARING
JULY 22, 2013**

DOCKET ITEM: 4

ISSUE: Consideration of a request to place “No Parking between Signs” restrictions on either side of the alley located on the 1300 block of Cameron Street.

APPLICANT: Lisa Belasco

LOCATION: 1300 block Cameron Street

STAFF RECOMMENDATION:

Staff recommends installing one “No Parking Here to Corner” sign on the east side of the alley entrance, 10 feet from the beginning of the curb-cut.

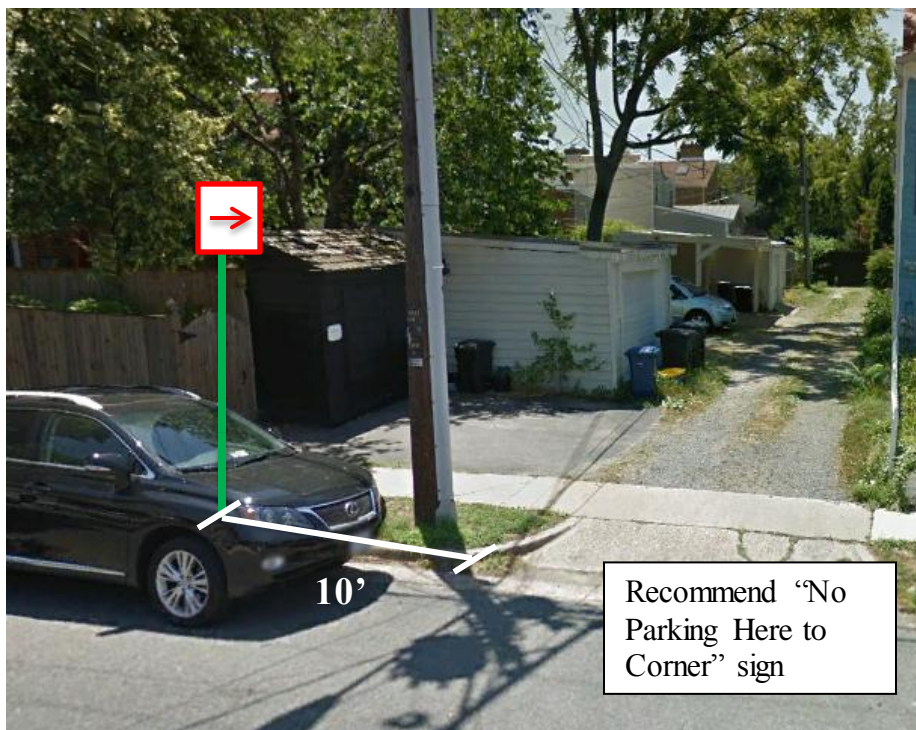
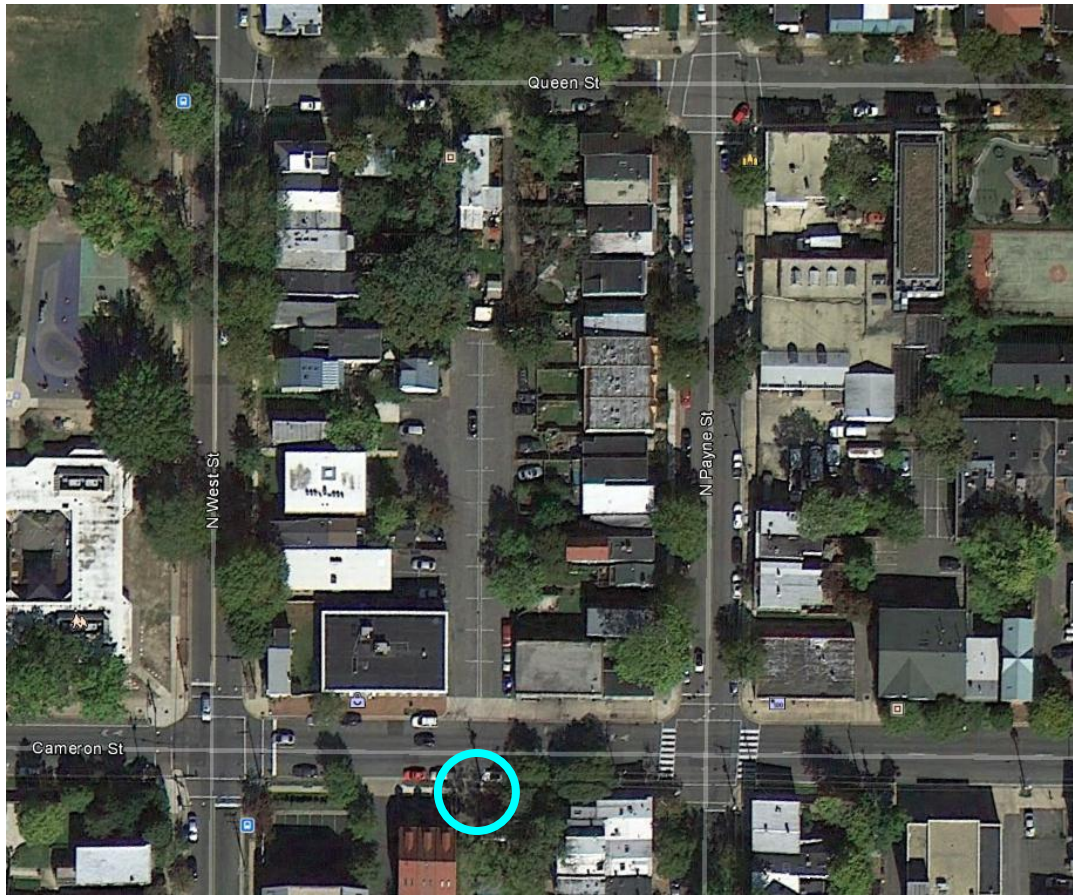
DISCUSSION:

The alley in discussion travels parallel to the 100 block of North Payne Street and exits onto the 1300 block of Cameron Street. Visibility while exiting the alley at Cameron Street is restricted if vehicles park too close to the alley entrance. Ms. Belasco, as well as City Staff, has observed vehicles occasionally parked over the curb-cut of the alley entrance.

This item was deferred by the Board in the June 2013, Traffic and Parking Board meeting. Staff was requested to work with the residents of the 1300 block of Cameron Street in order to come up with a solution in the best interest of the residents and to look into adding additional Residential Permit Parking spaces on this block. However, the residents unknowingly stated that there were only two RPP spaces on this block. There are in fact 7 total RPP spaces on the 1300 block of Cameron. The spaces to the east of the alley toward Payne Street on the south side of Cameron Street are indeed RPP spaces. No other RPP spaces can be added on this block as the remaining parking spaces are located directly in front of commercial use buildings. Staff contacted the residents who originally disagreed via email, and no disapproval was given after the circumstances were explained to them.

Staff also determined that there is 110 feet of parking space from Payne Street up to the alley on the south side of Cameron. The length of one parking space is 20 feet, so this 110 foot stretch of Cameron allows for five cars to park. Should a No Parking Here to Corner sign be placed 10 feet from the alley entrance, there would be a total of 100 feet of parking space, which would still allow for five cars to easily park in this section of the 1300 block of Cameron.

Staff recommends installing one “No Parking Here to Corner” sign on the east side of the alley entrance, 10 feet from the curb-cut to provide visibility for a safe entrance onto Cameron Street. The demand for residential off street parking is high for this area, and by installing a “No Parking” sign on the west side of the alley entrance, one full parking space would have been eliminated. Because the traffic is one-way on Cameron Street, traveling westbound, staff concluded that by providing more visibility for exiting vehicles looking to the east, it would make for a safe egress onto Cameron Street.



Figures show location of the alley on the 1300 block of Cameron Street and the recommended "No Parking Here to Corner" sign.

**TRAFFIC AND PARKING BOARD PUBLIC HEARING
JULY 22, 2013**

DOCKET ITEM: 5

ISSUE: Consideration of a request to install meters in non-metered/non-residential blocks with a commercial ground floor use.

APPLICANT: City of Alexandria, Transportation and Environmental Services

LOCATION: 100 block of N. Fayette St. between King St. & Cameron St. (both sides)
King St. between S. Payne & S. Peyton St. (south side)
Unit block of Prince St. between Union St. & Waterfront (both sides)
200 block of S. Union St. between Prince St. & Duke St.(west side)
Unit block of Duke Street between Union Street & the Strand (both sides)

STAFF RECOMMENDATION:

Staff recommends installation of meters in non-metered/non-residential blocks with ground floor retail.

DISCUSSION:

Over the past three years, the City of Alexandria's Department of Transportation and Environmental Services has worked closely with Old Town Area Parking Study (OTAPS) Work Group to review recommendations from the 2009 Parking Study. The Study looked at parking supply and demand in the Old Town area and made a series of recommendations to manage the inventory of on-street parking spaces. One of the recommendations of the Study, which was supported by both the 2010 and 2012 OTAPS stakeholder Work Groups, was to add meters in blocks with commercial ground floor retail in order to support two goals, by encouraging: (1) turnover in high demand parking areas and (2) long-term parkers (e.g., employees) to park in off-street parking facilities. Alexandria Police Department (APD) representatives who served on both 2010 and 2012 OTAPS Work Group also indicated that it is easier to enforce metered parking than time restricted parking spaces. In 2012, the City installed multispace meters on the majority of commercial blocks along King Street and on side streets north and south of King Street. However, there are still some commercial blocks that are not metered. Additional studies showed that parking turnover increased as a result of multispace installation in 2010.

The reconvened 2012 OTAPS Work Group approved the 2009 parking study recommendation regarding installing meters in non-metered commercial blocks and recommended adding meters in non-metered blocks with ground floor commercial use. This recommendation was also endorsed by City Council and during the budget adoption meeting on May 6, 2013 Council approved \$160,000 in FY 2014 for meter expansion in Old Town.

Staff presented the OTAPS recommendation regarding installing meters in non-metered blocks with commercial ground floor before Traffic and Parking Board on May 20, 2013. During the presentation staff stated that the purpose of the request was to encourage turnover, allowing more parkers to park in high demand retail/commercial blocks. Staff also discussed that enforcing a metered parking space is easier than a non-metered time restricted space. Therefore, there is a higher chance that long-term parkers park in existing non-metered spaces, preventing them from

turning over during the course of the day. In addition, it is important to note that there are currently several metered blocks with ground floor commercial and upper floor residential uses in the city. Residents residing in those blocks are eligible to obtain a residential parking permit and park in the residential district that their residence is located at. The Board received comments from residents residing in dwelling units located above retail and commercial uses on Harvard, Payne and Peyton Streets. Three of the 11 speakers supported staff's recommendation, five were against, two were concerned regarding visitors' reluctance to park in new metered spaces, and one had a general comment regarding the role of technology in parking. After hearing these comments a motion was made to approve staff's request subject to elimination of blocks with ground floor retail and above floor residential. The motion did not receive a second and was not voted upon. Subsequently, a motion was made not to approve staff's request and carried.

Following the Board's meeting a business owner who spoke in support of staff's recommendation and was concerned about long-term parkers parking in front of her business sent the attached letter to City Council (see attachment 1).

Since the previous Board meeting in May staff completed the following:

- 1- Revised the proposal based on comments received during the board meeting in May
- 2- Sent a letter to individuals who spoke at the Board meeting in May regarding the new proposal (Attachment 2)
- 3- Distributed flyers to business abutting the proposed blocks on June 26, 2013 (Attachment 3)

In keeping with the 2010 and 2012 OTAPS Work Group recommendations regarding installing meters in non-metered commercial blocks, staff recommends installation of meters in non-metered/non-residential blocks with ground floor retail. These blocks are highlighted on the map in green.

- 100 block of N. Fayette St. between King St. & Cameron St. (both sides)
- King St. between S. Payne & S. Peyton St. (south side)
- Unit block of Prince St. between Union St. & Waterfront (both sides)
- 200 block of S. Union St. between Prince St. & Duke St. (west side)
- Unit block of Duke Street between Union Street & the Strand (both sides)

It should be noted that subject blocks are solely commercial. Retail establishments and businesses located on these blocks would benefit from this proposal since on-street parking will experience frequent turnover volume as a result of installing multispace meters.

RECOMMENDATION: In order to be consistent with the remainder of commercial metered blocks in Old Town, staff recommends installing meters on the remainder of non-residential blocks with ground floor commercial use. This would make parking enforcement easier and allows for parking spaces to turn over more quickly.

Attachment 1: Letter to Councilman Wilson in support of staff's recommendation

From: Justin Wilson
Sent: Tuesday, May 21, 2013 3:36 PM
To: Rich Baier; Bob Garbacz
Cc: Paul Smedberg; Rashad Young; Nancy Lacey
Subject: Fwd: Installation of parking meters on commercial 100 blocks north and south of King street

Rich/Bob,

Is this an accurate description of what occurred at TPB?

Justin M. Wilson, Member
Alexandria City Council
Office: [703.746.4500](tel:703.746.4500)
Home: [703.299.1576](tel:703.299.1576)
justin.wilson@alexandriava.gov

Begin forwarded message:

From: Romanetti Danielle <danielle@fibrespace.com>
Date: May 21, 2013, 10:22:42 AM CST
To: Bob Garbacz <Bob.Garbacz@alexandriava.gov>, Justin Wilson <justin.wilson@alexandriava.gov>, <Paul.Smedberg@alexandriava.gov>
Cc: <rashad.young@alexandriava.gov>, Nancy Coats <Nancy.Coats@alexandriava.gov>
Subject: Installation of parking meters on commercial 100

blocks north and south of King street

I attended last night's Parking Board meeting, where city staff attempted to implement the recommendations of the OTAP group regarding biz districts that currently have no meters. I know that this is the result of the parking meters not being extended until 9 pm. From my understanding, installation of these meters is not only in the budget but is necessary to meet our budget goals over the next several years. Yet, the measure did not pass.

Several residents showed up to the meeting to voice their dissent, some/most who don't even live on the blocks that are going to have meters. In fact, I think only one resident who spoke actually lives on an affected block.

The proposal was struck down by the board and appeared to have the support of only one board member. I was struck by several things that I find incredibly concerning in this city:

1. As you know, our residents wield incredible power. A few loud (and possibly intoxicated or certifiably insane) residents can persuade board members to ignore facts and hear only their complaints.
2. Board members didn't seem to be aware of OTAPS, what it was, who served on it, what it studied, what its findings were, etc. This is particularly alarming given that this seems to be central to them doing their jobs. Why did several members ask questions about this group as if they were unaware of its existence and what work it did?
3. Board members were able to be pulled away from the facts and tempted to focus on non factual information being given to them by speakers/residents.

This last one is what is particularly alarming. If we are going to continue to offer residents the opportunity to speak regarding issues like parking, the decision makers must be able to verify what is being told to them and weed through the garbage for actual information. (Or ask staff if they don't know!) The speakers last night seemed to convince the board that the proposal was going to install meters on residential streets. This is not the case. Several board members even asked about issuing stickers to residents that would allow them to park in meter spaces. ?! The board seems to be unaware of the logistical nightmare involved in that, as well as the fact that it isn't even in the code to do such a thing (thankfully someone else pointed this out).

Residents shouldn't be parked in the zones that we are referring to AT ALL. They are 2 hour commercial zones. I know that they are parked there, and city parking enforcement can't even begin to keep up with policing these streets. Should someone from parking enforcement have spoken to point out to the board what they should

already know regarding our ability to enforce 2 hour zones that have no meters? I have no idea why these particular side streets don't have meters, when others do, but if correcting this problem and inconsistency means that we must go through the Parking Board, then the Parking Board must do its job. If they are incapable of knowing when they are being flat out lied to by an angry resident who doesn't even live on the block that we are talking about, then they shouldn't be serving on this board.

OTAP cost this city a great deal of money and time. It cost residents time. It cost business owners time. And its recommendations are now being held up by a group of non elected board members who can be swayed by public speakers who speak loudly. It is absurd and frightening actually. I have no idea how anything in this city gets done when it has to be approved by non elected board members.

What is the next step? How do we implement what we all know is the right thing to do? Do we take each individual street to the parking board? What can I do to help? Should I bring a group of residents who support this? Should my friends and colleagues who served on OTAP attend and speak? Can we get more information about OTAP and its study to the board members before they make and further decisions that are ill informed? What can city staff do to prevent this from happening again with other well researched and solid proposals?

Regards,

Resident and business owner,

Danielle Romanetti
fibre space
1219 King Street
Alexandria, VA 22314
www.fibrespace.com
703-664-0344

Attachment 2: Letter to Individuals Who Spoke at the Board Meeting in May



TRANSPORTATION & ENVIRONMENTAL SERVICES

Transportation Division
P.O. Box 178 - City Hall
Alexandria, Virginia 22313
703-746-4143

alexandriava.gov

June 20, 2013

RE: Parking Meters

Dear Ms. ~~Romaneth~~:

Thank you for providing input at last month's Traffic and Parking Board meeting on the proposed parking meter expansion. I apologize for the lack of advance notification. We heard your concerns and developed a new proposal which, I believe, addresses those concerns. The reason for this letter is to reach out and solicit your input on this new proposal.

At last month's Traffic and Parking Board meeting most of the speakers were concerned that expanding the parking meters would eliminate the, already scarce, parking for residents. The new proposal attempts to balance residential needs with commercial needs. This new plan takes out the proposed meter locations that were near residential areas. Take a moment and review the attached plan and give me your thoughts. We would like to take the new plan back to the Traffic and Parking Board on July 22, 2013 after I get your input. You can reach me at 703-746-4143, or my email is bob.garbacz@alexandriava.gov. Please feel free to share this with your neighbors who may have an interest.

I appreciate your interest in making Alexandria a better community.

Sincerely,

Robert M. Garbacz,
Division Chief

Attachment 3: Meter Installation Flyer



Installation of Parking Meters in Old Town

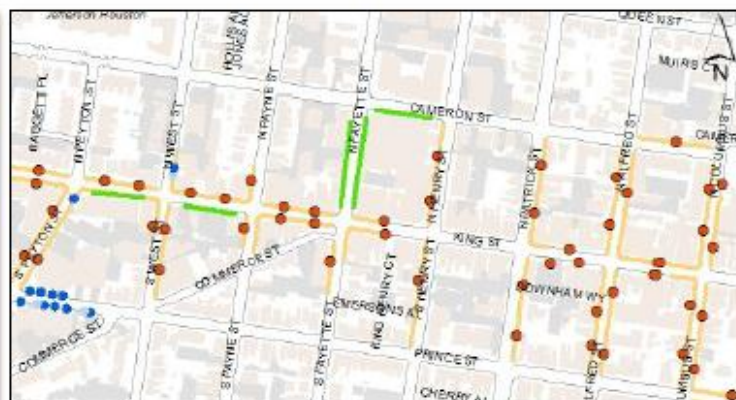
Over the past three years, the City of Alexandria's Department of Transportation & Environmental Services has worked closely with Old Town Area Parking Study (OTAPS) Work Group to review recommendations from the 2009 Parking Study. The Study looked at parking supply and demand in the Old Town area and made a series of recommendations to manage the inventory of on-street parking spaces. One of the recommendations of the Study, which was supported by both the 2010 and 2012 OTAPS stakeholder Work Groups, was to add meters in blocks with commercial ground floor retail in order to encourage long-term parkers to park in off-street parking facilities, making on-street spaces available for short-term parkers.

The City installed multispace meters in the majority of blocks with commercial ground floor retail in 2010. Additional studies showed that parking turnover increased as a result of multispace installation in 2010. However, there are still some commercial blocks that have free time restricted parking. The reconvened 2012 OTAPS Work Group recommended adding meters on the following commercial blocks with ground floor retail. These blocks are highlighted on the map in green.

- 100 block of N. Fayette St. between King St. & Cameron St. (both sides)
- King St. between S. Payne & S. Peyton St. (south side)
- 1100 block of Cameron St. between N. Henry St. & N. Fayette St. (south side)
- 200 block of N. Lee St. between Cameron St. & Queen St. (west side)
- 200 block of Queen St. between N. Lee St. & N. Fairfax St. (south side)
- Unit block of Prince St. between Union St. & Waterfront (both sides)
- 200 block of S. Union St. between Prince St. & Duke St. (west side)
- Unit block of Duke Street between Union Street & the Strand (both sides)

For more information visit alexandriava.gov/ParkingStudies or contact Faye Dastgheib at 703.746.4139 or by e-mail at faye.dastgheib@alexandriava.gov

A Public Hearing on this request will be held during the Traffic and Parking Board Meeting on July 21 at 7:30 pm at City Hall, 301 King St.



Note: Recommended locations were revised based on comments received at the Traffic and Parking Board meeting on May 20, 2013.

Date: June 26, 2013

**TRAFFIC AND PARKING BOARD PUBLIC HEARING
JULY 22, 2013**

DOCKET ITEM: 6

ISSUE: Consideration of a request to replace two of four taxi spaces on 4 Mile Road at Mount Vernon Avenue with a bicycle parking corral

APPLICANT: City of Alexandria

LOCATION: 4 Mile Road at Mount Vernon Avenue

STAFF RECOMMENDATION:

Staff recommends replacing two of the four existing taxi spaces on 4 Mile Road at Mount Vernon Avenue with a bicycle parking corral.

DISCUSSION:

Currently, there are four parking spaces for taxis in the stand on 4 Mile Road at Mount Vernon Avenue. Because these spaces are not fully utilized and there is a major lack of bicycle parking in this neighborhood, staff is requesting that two of the spaces be removed and replaced with a bicycle parking corral. These spaces could accommodate up to ten bicycle racks, providing twenty bicycle parking spaces. Because the apartment complexes in this area are older and were not required to provide bicycle parking for residents when they were developed, there is very little space for bicycles to be parked. Staff has received numerous complaints about bicycles being chained to anything possible in this neighborhood and requests for more secure bicycle parking. Adding bicycle parking in this neighborhood was also a recommendation of the Arlandria Task Force study. Staff has visited this cab stand on several occasions and has never seen a cab parked in the stand. All of the Alexandria taxicab companies were notified of this proposed change.

**TRAFFIC AND PARKING BOARD PUBLIC HEARING
JULY 22, 2013**

DOCKET ITEM: **7**

ISSUE: Consideration of a request to remove four total parking spaces on Commonwealth Avenue at the intersection with East Chapman Street: One parking space will be removed along Commonwealth Avenue on either side of East and West Chapman at the intersection.

APPLICANT: Ms. Nancy Runton

LOCATION: Commonwealth Avenue and Chapman Street

STAFF RECOMMENDATION: Staff recommends approval of the request.

DISCUSSION:

Ms. Nancy Runton requests removing a total of four parking spaces along Commonwealth Avenue at the intersection of Chapman Street, which is located between Masonic View and Oak Street. Ms. Nancy Runton states that it has become increasingly more difficult to either turn onto Commonwealth from East and West Chapman or to cross Commonwealth at this intersection. Please see figure 7a for the aerial picture of the location. She states that this increase in difficulty is due to an increase in traffic flow and an increase in the number of METRO commuters that park along Commonwealth Avenue.

Approximately 4400 vehicles per day use southbound Commonwealth Avenue, while approximately 3300 vehicles per day use northbound Commonwealth Avenue. The speed limit on Commonwealth Avenue is 25 miles per hour, and the City of Alexandria has implemented many traffic calming measures along this road. While the speed of vehicles is not an issue, it can be difficult to find a gap in traffic during the peak hours to enter onto Commonwealth Avenue. There is a commuter parking lot near this intersection, but it fills up nearly every morning, and Commonwealth Avenue is used to handle overflow. See figure 7c for the commuter lot. There are no time restrictions for parking on Commonwealth Avenue in this area. The current parking restrictions allow cars to park within a close distance to the intersection. Please see figure 7b for the locations of the current parking restrictions. Also, there is a slight horizontal curve on Commonwealth Avenue to the south of the intersection, so when there is a line of cars parked on the east side of Commonwealth Avenue to the south of the intersection it can be difficult for cars to see the approaching northbound traffic. Cars entering the intersection from Chapman Street are forced to pull out across the crosswalk and sometimes into the intersection in order to see the oncoming traffic.

Staff observed parking in this area of Commonwealth Avenue during a normal business day when commuters had already parked their car and gone to work. Parking along Commonwealth Avenue from Oak Street to Chapman was at about 85 percent capacity. This stretch of Commonwealth Avenue is directly adjacent to the commuter lot, and thus used first if the commuter lot is full. The next blocks to the north and to the south of this stretch of Commonwealth were at about 50 percent capacity at the time of the observations.

Removing a space on each corner of this intersection would greatly improve the sight distance for cars attempting to enter the intersection from either side of Chapman.

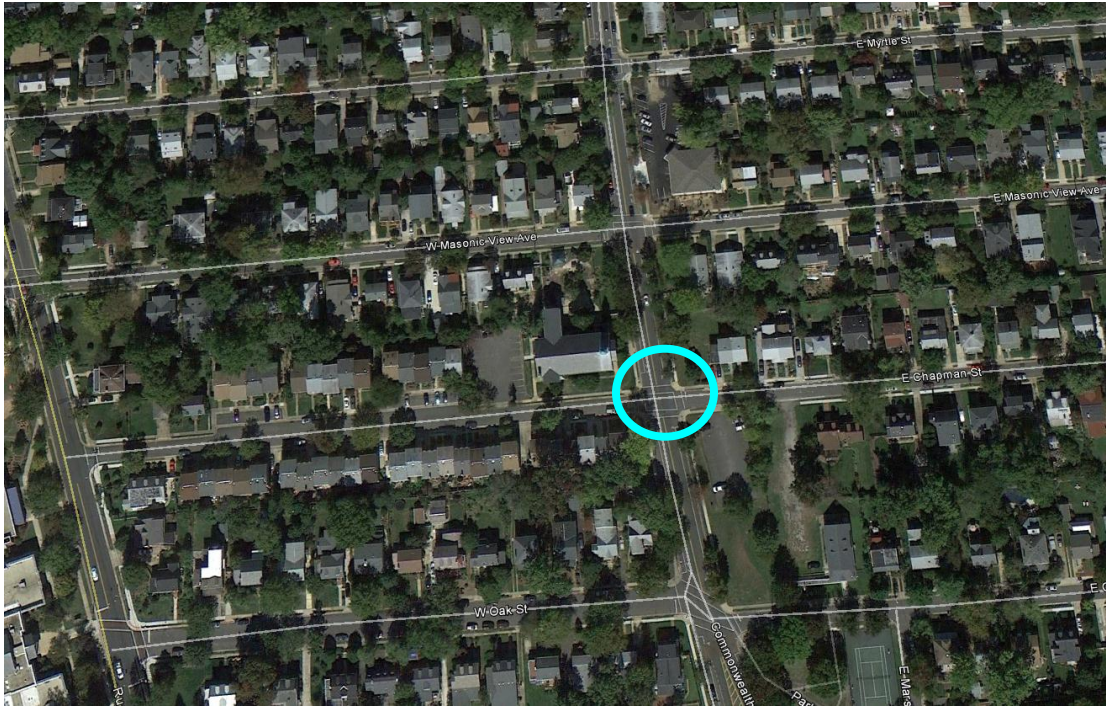


Figure 7a: Overhead picture of the location of the request



Figure 7b: Current parking conditions at Commonwealth and Chapman



Figure 7c shows the commuter lot at the intersection of Commonwealth and Chapman

NANCY GAIL RUNTON
10 East Chapman Street, Alexandria, VA 22301

27 May 2013

Dear Chris Dowling

Thank you for taking my call last week and discussing with me the parking issues in my neighborhood of Rosemont.

The issue at hand is the increase in traffic flow on Commonwealth Avenue and the increase in the number of METRO commuters parking not only in the city lot at the corner of East Chapman Street and Commonwealth, but also along Commonwealth from East and West Oak Streets to East and West Masonic View.

In the past year, it has become increasingly difficult to safely navigate turns from either East or West Chapman Streets onto Commonwealth or to just cross over, and this is directly due to the number of cars legally parked on Commonwealth. In fact, last week I did not see a DASH bus coming from my left until it crossed the yellow line to go around my car that was partway into the travel lane on Commonwealth. I did this because there was a truck parked in front of the DASH bus –bus stop sign, and I could not see at all to navigate a safe left turn. Besides that the DASH bus should likely have stopped to let me out (versus cross a yellow line), it seems as if without action by the City, it is only time before a needless car crash occurs here. With 23 children living on East Chapman alone, any car crash here could be devastating to the neighborhood.

Therefore, I would like to propose the following action: take away four total parking spaces. This could be easily accomplished by limiting parking on Commonwealth by one car length on each side of East Chapman and one car length on each side of West Chapman.

I would like it further noted that the northbound lane of Commonwealth Avenue has a distinct curve in it as it winds past the Grape and Bean storefront. This is where the median ends. Given the dense parking on Commonwealth between East Oak and East Chapman Streets, this adds an additional hazard to the folks attempting to turn onto Commonwealth from East Chapman Street (because it is very easy not to see cars come towards East Chapman given the angle and cover of cars). Google maps or city maps can easily support this comment.

Best Regards,
Nancy Runton
703-549-2448 home
703-728-8148 mobile

**TRAFFIC AND PARKING BOARD PUBLIC HEARING
JUNE 24, 2013**

DOCKET ITEM: 8

ISSUE: Consideration of a request to install a “No Parking Here to Corner” sign on the west side of Burnside Place at the intersection of South Pickett Street and Burnside Place.

APPLICANT: Ms. Ayanna N. Wills, representing Fleet Transportation

LOCATION: Burnside Place and South Pickett Street

STAFF RECOMMENDATION: Staff recommends approving the request and placing the “No Parking Here to Corner sign” on the west side of Burnside Place 35 feet from the intersection of South Pickett Street.

DISCUSSION:

Ms. Ayanna N. Wills is requesting to install a “No Parking Here to Corner” sign along the west side of Burnside Place where it intersects with South Pickett Street. See figure 8a for the aerial view of the requestor’s location.

Currently there are four spaces in front of Fleet Transportation along the west side of Burnside Place that have no parking restrictions. Ms. Wills states that a commercial truck will occasionally park on the corner and leave the vehicle for days. When a large dump truck or other commercial truck is parked on this corner it creates a visibility issue. Please see figure 8b showing a commercial dump truck parked near the corner. She states that her drivers have had some close calls as they exit their driveway with traffic traveling north on Burnside, because the vehicles did not see each other before the intersection. There is also a visibility issue with vehicles traveling east on South Pickett and vehicles approaching South Pickett from Burnside should a truck be parked near the corner. Please see figure 8c displaying this visibility issue.

Ms. Wills requests a “No Parking Here to Corner” sign to prevent these commercial trucks from parking on this corner and thus creating this dangerous situation. The surrounding businesses have plenty of off street parking for its employees and visitors, and there is not a great demand for on-street parking in this area of S. Pickett Street.

Staff recommends approving the request and placing the “No Parking Here to Corner sign” on the west side of Burnside Place 35 feet from the intersection of South Pickett Street.

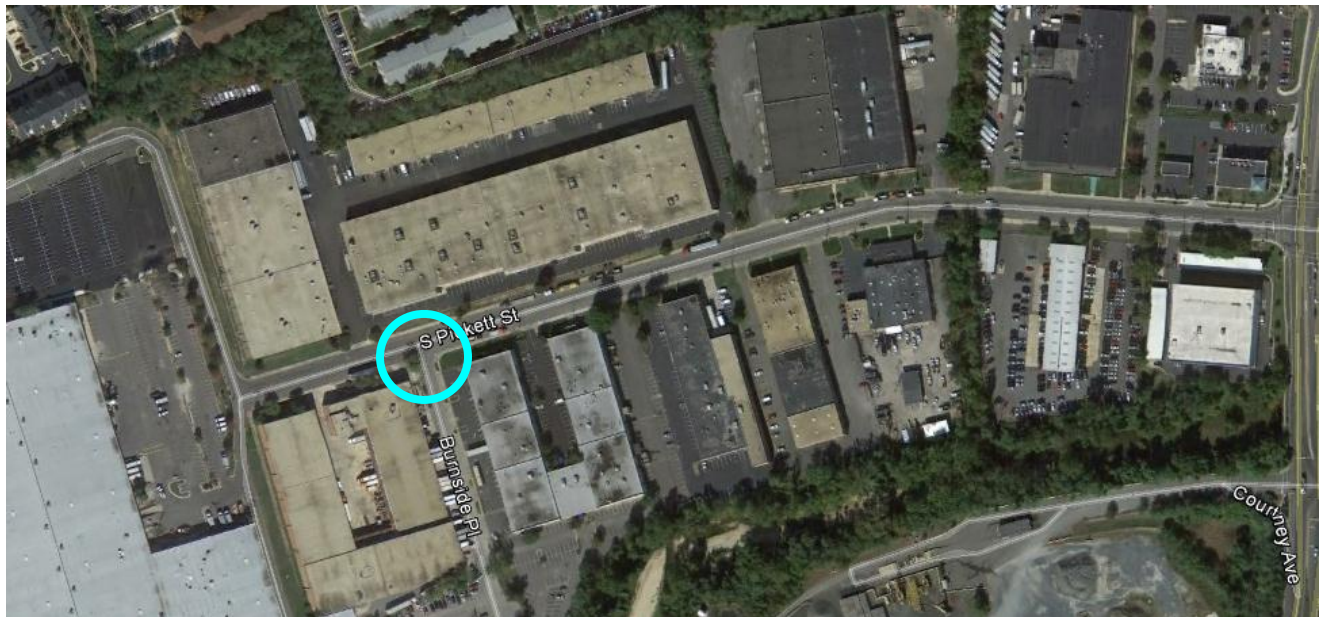


Figure 8a show an overhead of the intersection of Burnside and S. Pickett



Figure 8b shows a commercial dump truck parked on the corner of Burnside at S. Pickett

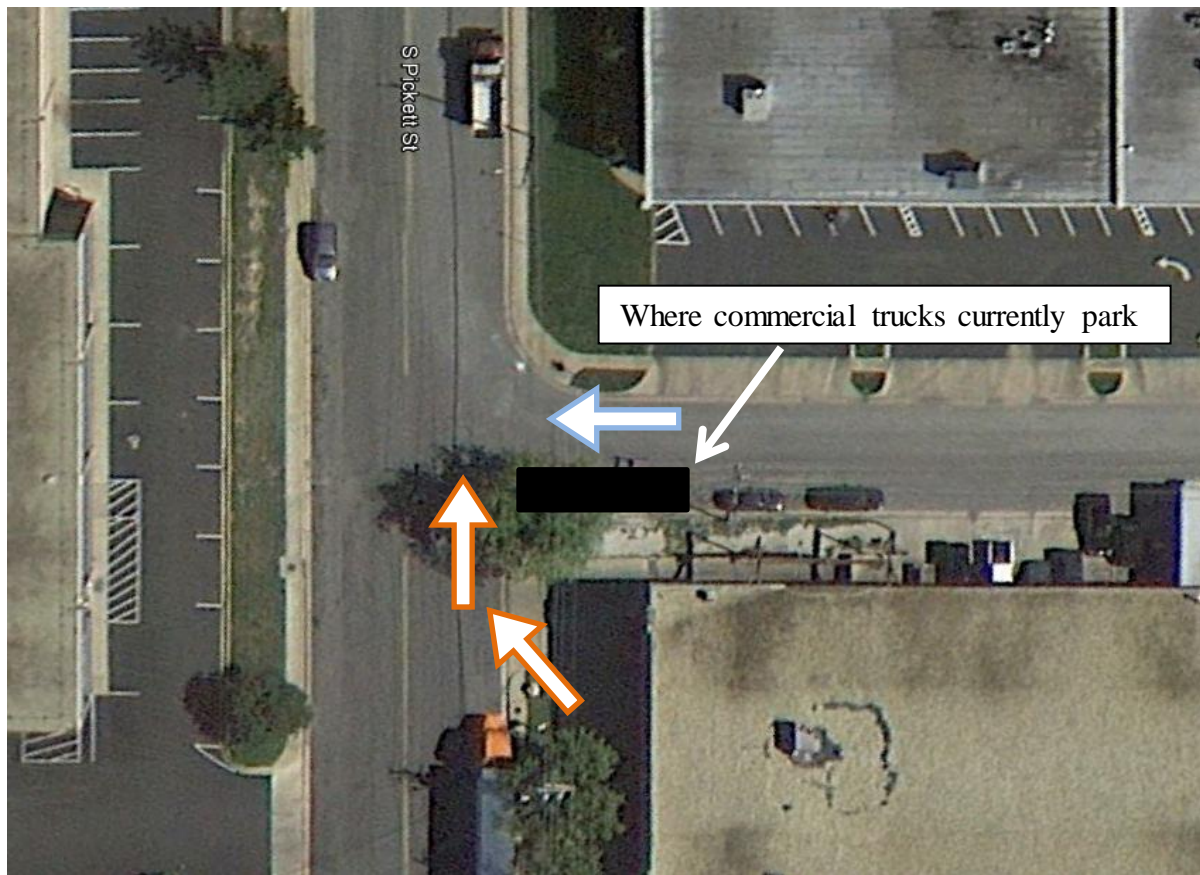


Figure 8c shows the driveway Fleet Transportation uses for buses and employees. The visibility issue also occurs for traffic traveling east on South Pickett Street

From: "Ayanna N. Wills" <anwills@fleettransportation.com>

Date: June 26, 2013, 6:48:50 EDT

To: "cdowlingvt@me.com" <cdowlingvt@me.com>

Subject: FW:

Good Morning Chris,

I would like to submit a formal request. I would like a sign stating that there is no parking from certain point to the end of the curb. We are a transportation company and there are many commercial vehicles that park their trucks next to our building. We are on the corner of South Pickett street and Burnside place. When these trucks park there my drivers have no visual of what could be coming down the street (from Burnside). There have been numerous times that my buses and other cars could have gotten hit. This change needs to be made because these truck drivers don't care (after I have spoken with them numerous times) and they are putting my vehicles, drivers and others in danger. I have also called the parking authority on them also.

[Ayanna Wills](#)

Dispatch/Contract Manager

950 B South Pickett Street

Alexandria, Virginia 22304

(703) 933-2600 x 118 direct

(866) 933-2600 toll-free

anwills@fleettransportation.com

**TRAFFIC AND PARKING BOARD PUBLIC HEARING
JULY 22, 2013**

DOCKET ITEM: 9

ISSUE: Consideration of a request to switch a No Parking zone on the west side of Leslie Avenue with a Parking zone on the east side of Leslie Avenue in order to accommodate for pick up and drop off of students at Commonwealth Academy.

APPLICANT: Commonwealth Academy

LOCATION: Commonwealth Academy at the intersection of Leslie Avenue and East Alexandria Avenue.

STAFF RECOMMENDATION: Staff recommends approval of the request.

DISCUSSION:

Commonwealth Academy has requested to install a No Parking zone on the east side of Leslie Avenue adjacent to their school to accommodate for their pick up and drop off periods of their students. An overhead picture of the area in consideration can be seen in Figure 9a.

Currently parents will park and line up on the east side of Leslie to wait to drop off or pick up their child. Cars are generally already parked on the east side of Leslie and parents will create a second line of cars, blocking the parked cars should they need to leave. There is an off duty police officer directing traffic in the afternoons during pick up hours, and their system generally gets parents in and out pretty quick. However, Commonwealth Academy feels it would be safer and more efficient if there was a No Parking zone along the east side of Leslie Avenue that parents would be able to use to pick up their child. There is a No Parking zone on the west side of Leslie that Commonwealth Academy requests to have parking allowed. Figure 9b shows the current parking restriction along Leslie Avenue. The lengths of the requested removed parking and the requested new parking are approximately equal so no parking spaces would be lost. There is not a high demand of parking along Leslie in this area, and both Commonwealth Academy and Bonitt Builders provide off street parking to its employees. City Staff spoke with Bonitt Builders and they expressed their support in the decision to remove parking on the east side of Leslie Avenue and allow parking on the west side. The requested parking restrictions can be seen in Figure 9c.

Commonwealth Academy has also asked the City to look into the safety of the intersection of Leslie Avenue and East Alexandria Avenue. City Staff and Commonwealth Academy are considering options to best improve this intersection, as safety is of upmost importance near the school.

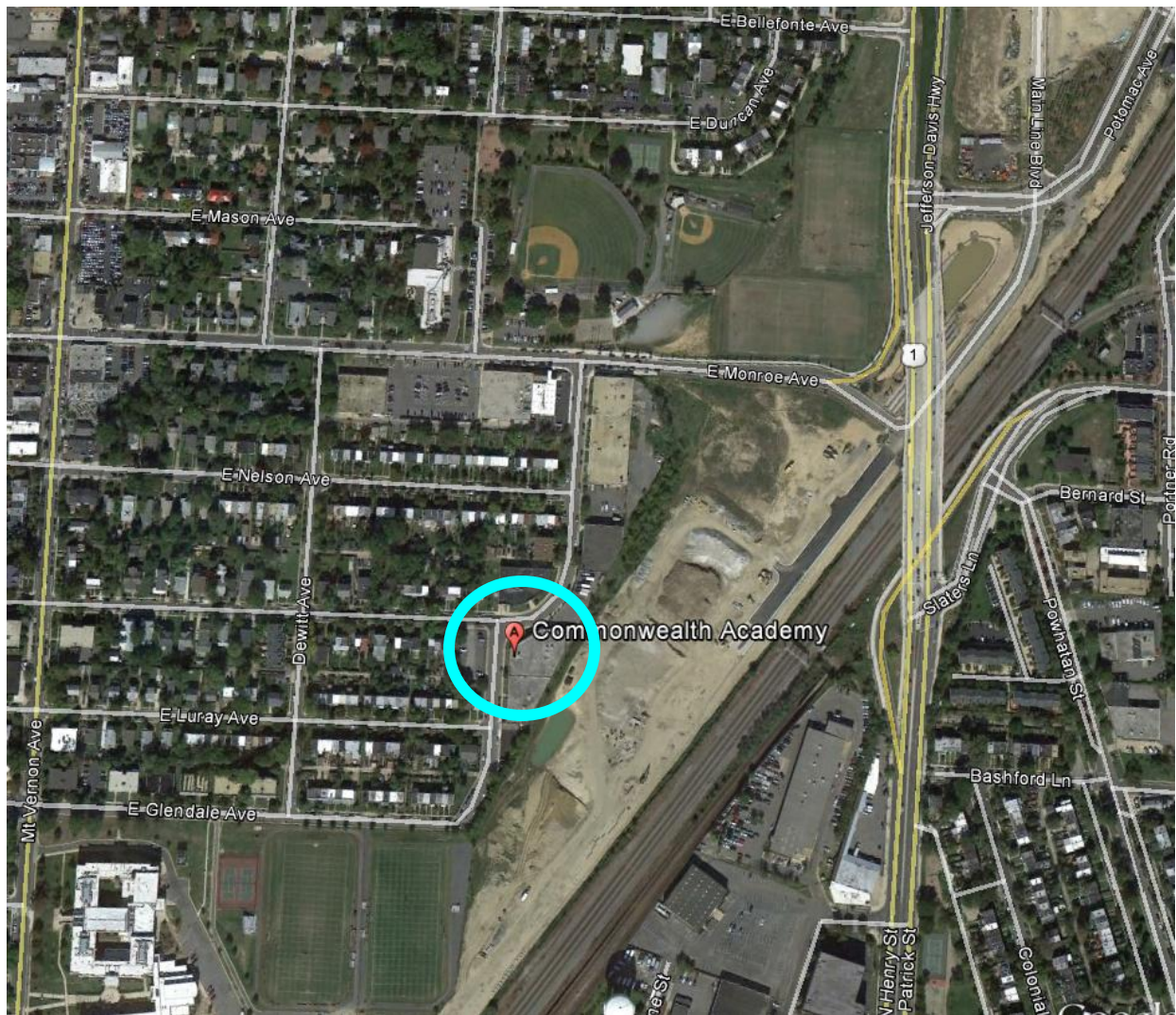


Figure 9a shows an aerial photo of the area in consideration

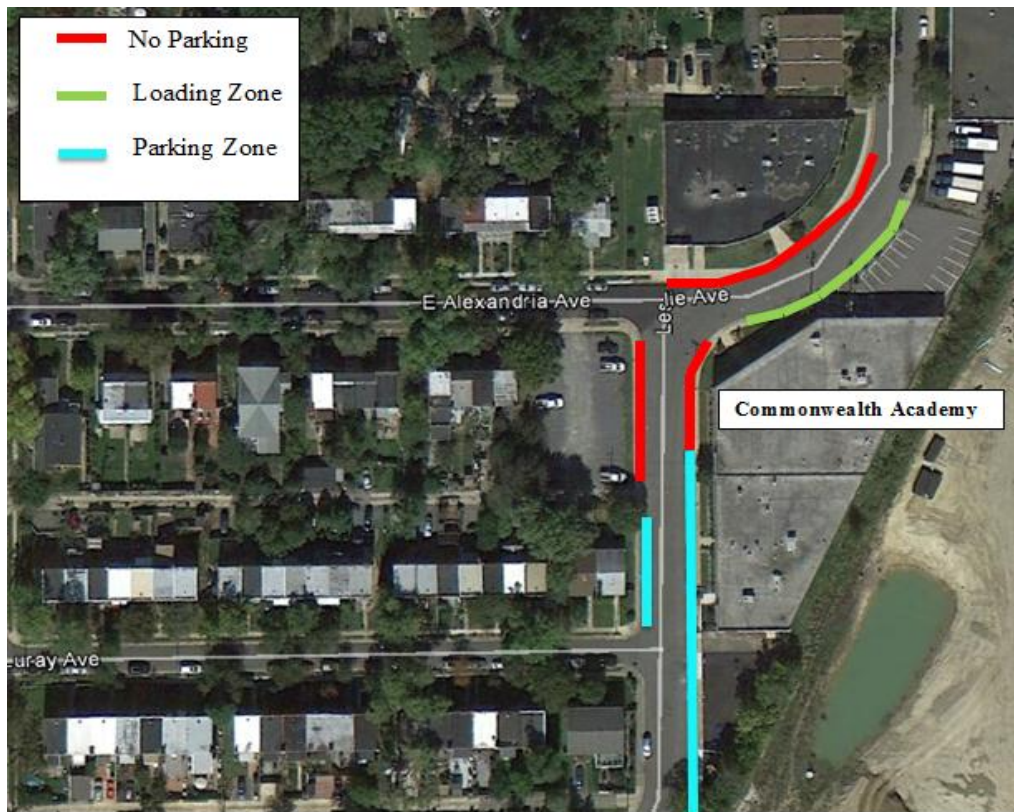


Figure 9b shows the current parking restrictions



Figure 9c shows the requested parking restrictions

**TRAFFIC AND PARKING BOARD PUBLIC HEARING
JULY 22, 2013**

DOCKET ITEM: 10

ISSUE: Consideration of a request to install a Loading Zone Monday through Friday 6:00 A.M. to 11:00 A.M. in front of 110 South Union Street extending south to Prince Street.

APPLICANT: Director of T&ES

LOCATION: 110 South Union Street.

STAFF RECOMMENDATION: Staff recommends approval of the request.

DISCUSSION:

The 100 block of South Union Street is 30 feet wide, carries two lanes of traffic and has parking along the eastern curb face. Both the eastern and western block faces are commercial with a large number of restaurants. The food service industry requires daily deliveries because much of the inventory is perishable. A large number of trucks supply products to this area on a daily bases. There are no convenient loading zones in the immediate area so many of the trucks are forced to park in a travel lane while off-loading goods. This practice is not only illegal but creates safety and traffic flow concerns as regular traffic must divert to the opposing lane of traffic to maneuver around the off-loading trucks.

Staff from the Police Department and the Transportation and Environmental Services Department met on site and spoke to several truckers and merchants to come to resolution. Staff acknowledges that the proposed loading zone is only part of the solution and is working to develop a more comprehensive plan to accommodate off-loading trucks in a constrained area. The proposed loading zone is only in effect between the hours of 6:00 A.M. to 11:00 A.M. to minimize impacts on parking. Most of the restaurant deliveries are made in the early mornings so staff is confident that the proposed loading zone will provide the maximum benefit for the least disruption to parking.

